



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090610

Mode: Highway

Status: Submitted

(Kivett Drive)

From/Cross Street: I-85

Specific Improvement Type: 1 - Widen Existing Roadway

To: I-85 Business/US 29/US 70

Project Category: Division Needs

Length: 2.72

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$25,455,000

Description:

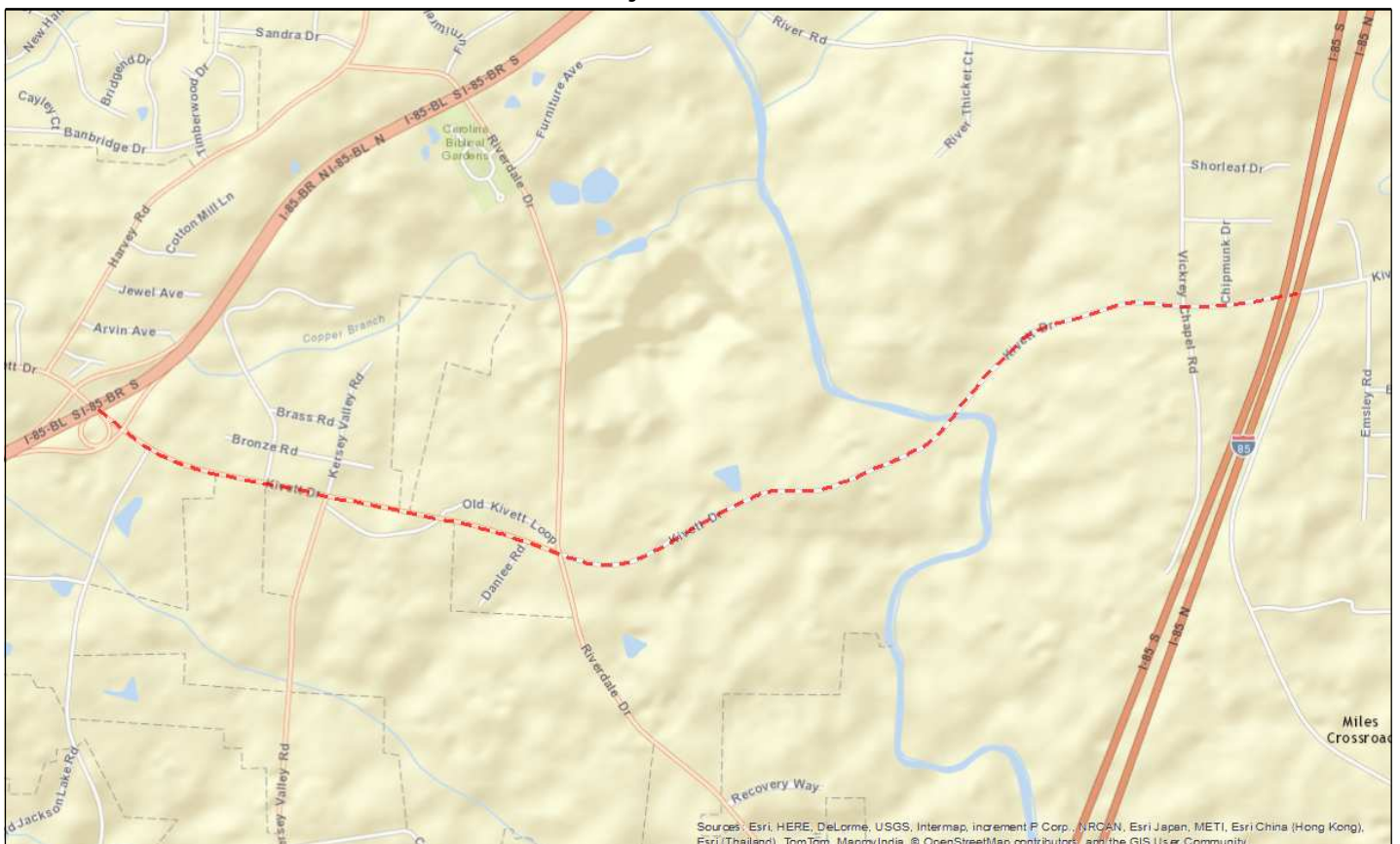
Widen Kivett Drive Between I-85 Business and I-85

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): High Point Urban Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	Percent: 15% Points: 0	Percent: 15% Points: 0

Division Needs Total Score: 32.26

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (20%) 0.00	Percent: 25%	Percent: 25%
Safety (10%) 56.26	Points: 0	Points: 100
Congestion (V/C) (20%) 8.18		
Totals: Weight: 50% Weighted Score: 7.26		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	42
Length (miles):	2.72
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	10
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	1992.12
Capacity:	16187.72
Volume/Capacity Ratio:	0.12
% Autos:	100%
% Trucks:	0%
Truck Volume:	0
Crash Density:	65.05
Crash Severity:	63.18
Critical Crash Rate:	40.58
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	22
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	74
Actual Congested Speed:	38.47
Travel Time Index:	1.08

Project Benefits

Project Cross-Section:	4D - 4 Lane Divided (23' Raised Median) with Curb & Gutter, Wide Outside Lanes, Bike Lanes, and Sidewalks
Speed Limit:	42
Length (miles):	2.72
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	11
DOT Design Paved Shoulder Width:	0
Travel Time Savings for 30 Years (Total):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 7	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
High Point Urban Area MPO	100%	0	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	100

Project Cost and Source

Construction Cost:	\$23,484,000	TIP Unit
Right-of-Way Cost:	\$1,760,000	Cost Estimation Tool
Utilities Cost:	\$211,000	Cost Estimation Tool
Total Project Cost:	\$25,455,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$25,455,000	